

28 May 2026

Amy Stone
Leicestershire County Council
County Hall
Glenfield
Leicestershire
LE3 8RA

Dear Amy,

RETROSPECTIVE PLANNING APPLICATION FOR THE ACCESS TO EXISTING GARAGE AND WORKSHOPS AT SMITHS AT PINWALL (APPLICATION REFERENCE: 25/00444/FUL)

A retrospective planning application was submitted to Hinckley and Bosworth Borough Council in April 2025 for a new access on the B4116 Atherstone Road.

To support the planning application, Dynamic Transport Planning produced a Technical Note dated 10 June 2025 and in response, Leicestershire County Council (LCC) provided highway comments dated 4 July 2025.

Within the highway comments, it was outlined that a detailed drawing should be produced in accordance with Table 15 of the LCC's Highway Design Guide. ADC Infrastructure produced Drawing 3801-ADC-HGN-XX-DR-CH-0111-S4-P01 and as enclosed within **Appendix A**, LCC's latest set of highway comments dated 24 March 2026 confirms the drawing aligns with Table 15 of LCC's Highway Design Guide.

LCC outline the gates at the access should be setback to allow the largest vehicle to serve the site to be off the highway and state this could be secured via condition should the application be approved. It can be confirmed the applicant would accept this condition.

In terms of the outstanding highway matters, LCC request the following information to be provided:

- Confirmation that the swept path analysis previously provided by Dynamic Transport Planning was undertaken at a speed of 15kph.
- A Stage 1 Road Safety Audit should be undertaken of the access proposals.
- LCC require details of the 'link' road proposed within the site as LCC would not usually support a scheme with two access points.
- Highway boundary records should be obtained from LCC.

Therefore, this letter has been produced to address the above points made by LCC and to demonstrate the access proposals would be acceptable on highway grounds.

Swept path analysis of box van

As outlined above, LCC have requested confirmation that the swept path analysis previously provided by Dynamic Transport Planning was undertaken at a speed of 15kph. Given the updated access arrangement in compliance with Table 15 of LCC's Highway Design Guide, an updated swept path analysis of a box van has been produced as shown in the enclosed **Drawing 3801-ADC-HGN-XX-DR-CH-**

0100-S1-P01. The drawing confirms a box van would be able to enter and exit the site in both directions based on a speed of 15kph.

Road safety audit

LCC have requested that the access proposals should be supported by a Stage 1 Road Safety Audit (RSA) along with a Response Report to the problems raised. Therefore, a Stage 1 RSA was undertaken in accordance with DMRB GG119 of the access proposals and the report of the RSA is enclosed within **Appendix B**.

The RSA raised two problems which does not relate to the location of the access and its proximity to the junction with Grendon Road as suggested may be raised by LCC. It is therefore considered there would be no highway safety issues on those grounds.

The first problem raised is related to the loose aggregate material used within the verge to the immediate south of the access. The recommendation is for the aggregate material to be removed and replaced with a grass verge and passive bollards to minimise verge overrun.

As shown within **Appendix C**, the recommendation is accepted and the loose aggregate would be replaced with grass verge and would include the addition of passive bollards.

The second problem raised is related to the knee-high rail that is provided to the immediate north of the access which may increase the risk of trips and falls for pedestrians. The recommendation is for the knee-high rail to be removed and to be replaced with a stepped arrangement and a tapered ramp.

As shown within **Appendix C**, the recommendation is accepted and it is proposed to remove the knee rail fence and construct a step/ramp arrangement to provide a safer transition between the existing level difference. **Drawing 3801-ADC-HGN-XX-DR-CH-0111-S4-P06** shows the 2D alignment of the steps as well as the suggested heights and depths of the steps.

Link road

LCC have requested information to be provided regarding the existing access on Grendon Road due to the concerns of having a second point of access. It has been confirmed by the applicant that the existing access on Grendon Road has been blocked up. The proposed access would therefore be the sole vehicular access into the site with no second point of access provided.

Highway boundary

LCC have stated within their highway comments that the red line submitted with the application overlaps with the highway boundary. LCC have therefore requested a copy of the public highway is obtained and is enclosed within **Appendix D**.

The highway boundary has been overlaid onto **Drawing 3801-ADC-HGN-XX-DR-CH-0111-S4-P06**. As shown, the red line boundary now aligns with the highway boundary but includes the area where the access works have occurred within the highway.

Summary

This letter addresses the highway comments dated 24 March 2026 in relation to the new access on the B4116 Atherstone Road in Pinwall. As requested, a swept path analysis of a box van has been undertaken based on a 15kph design speed.

The highway works have been subject to a Stage 1 Road Safety Audit which raised two problems. Both recommendations to the problems have been accepted and the access drawing updated to incorporate the recommended changes.

It has been confirmed the existing access on Grendon Road has been blocked up and, therefore, the new access would be the sole vehicular access into the site. As requested by LCC, highway boundary data has been obtained and the application boundary revised accordingly.

Hence, it is considered the access on the B4116 Atherstone Road would be safe and suitable subject to the recommended changes being implemented as part of the Road Safety Audit process. Therefore, the application should not be prevented on highway grounds.

Yours sincerely



Keith Gamblen
Senior Engineer
tel: 07765 773810
Keith.Gamblen@ADCinfrastructure.co.uk

Enclosed:

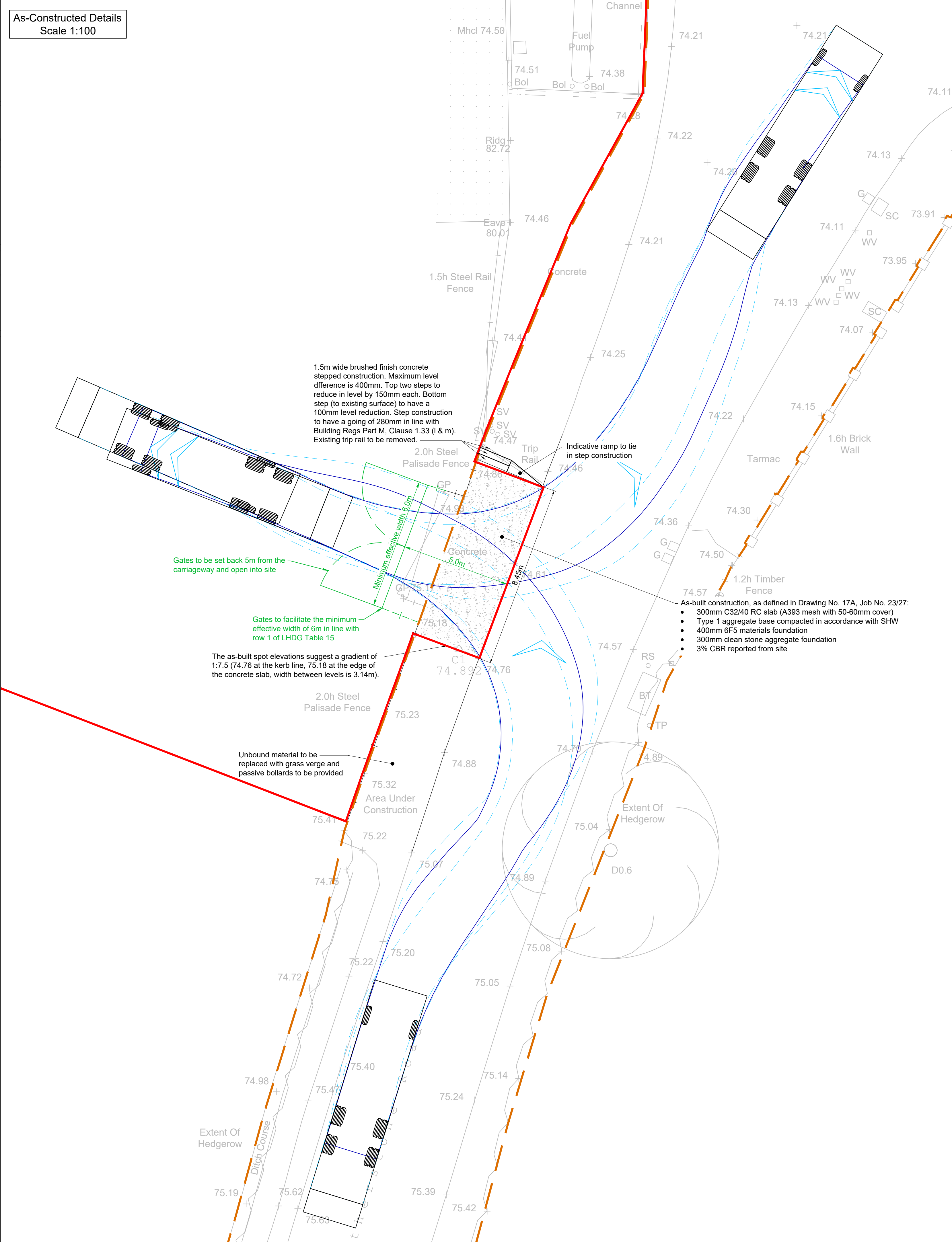
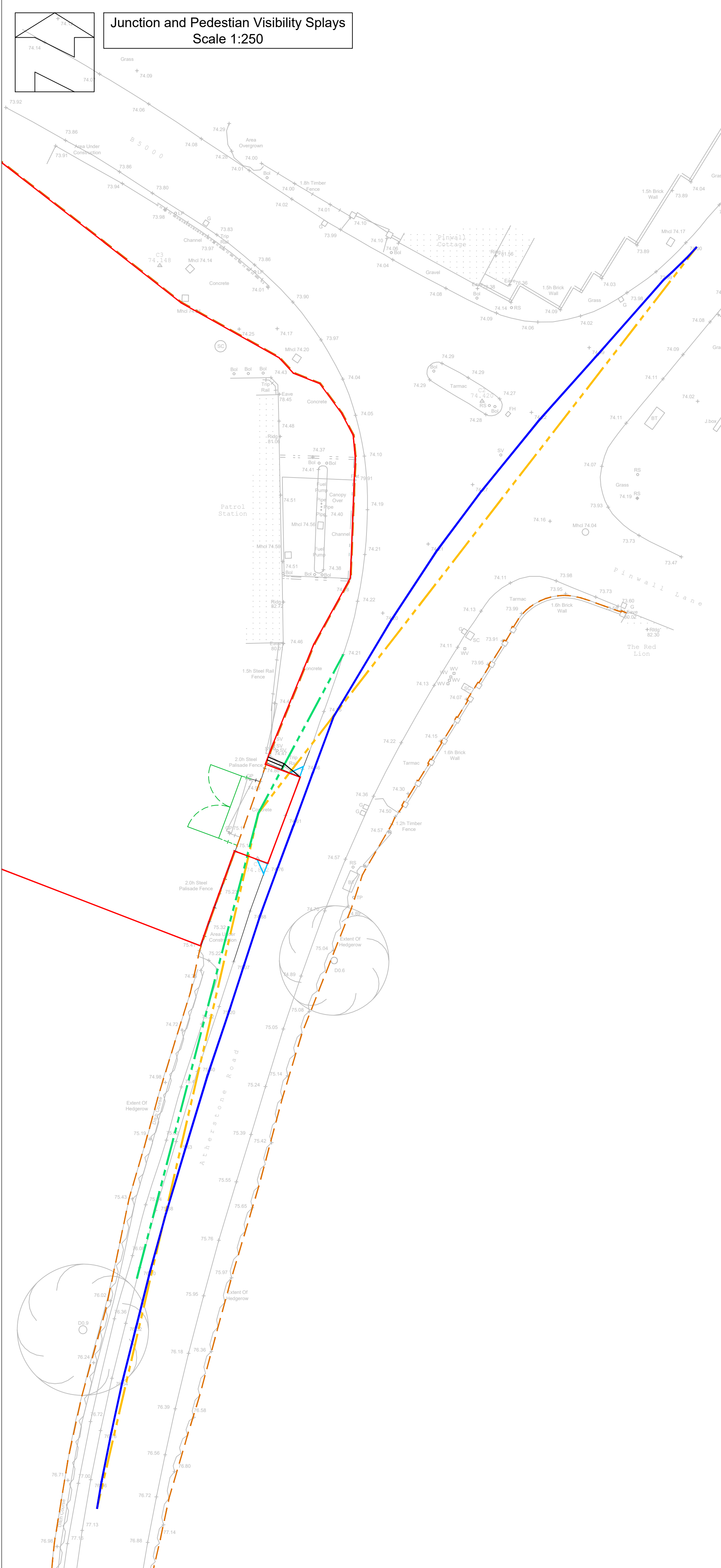
Drawings:

Drawing 3801-HGN-XX-DR-CH-0111-S4-P06 – Proposed Changes to Construction Layout
Drawing 3801-HGN-XX-DR-CH-0100-S1-P01 – Swept Path Analysis of Box Van

Appendices:

Appendix A – LCC Highways Comments Dated 24 March 2026
Appendix B – RSA Report
Appendix C – RSA Response Report
Appendix D – Highway Boundary

DRAWINGS



This drawing references the data noted below

Data	Source	Reference	Rev.	Dated
Topographical survey	CLB Surveys	AP25-4935-1	-	April 2025

General Notes

- Do not scale this drawing. All dimensions must be checked/verified on site.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.
- 65m x 2.4m junction visibility splay achieved in accordance with LHDG Table 6 of 'visibility splays', for a 40mph design speed.
- 1m x 1m pedestrian visibility splays are in accordance with LHDG Table 15 of 'Developments served by private drives and areas'.
- Access successfully tracks for a 7.5 tonne box van at 15kph.
- 11.2m refuse vehicle tracks successfully at 15kph when swinging across entire carriageway width.
- The gate setback has been specified in line with the LHDG 'Garages and gated accesses' section of 'Developments served by private drives and areas'.

Key

- Proposed changes
- Junction visibility SSD splay achieved at 2.4m setback, see note 5
- 65m along the major road nearside edge of carriageway from the junction intersection for the junction visibility assessment
- 1m x 1m pedestrian visibility splay, see note 6
- Junction visibility splay to the point along the kerb line most acute to the access
- Highway boundary
- Site boundary
- Body Outline (Forwards)
- Wheel Outline (Forwards)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	2.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Tracked at 15kph

Rev	Date	Description	Dr	Ch
P06	28.05.26	Steps and ramp added	AL	KG
P05	22.05.26	Revised site boundary	KG	-
P04	21.05.26	Revised site boundary	KG	-
P03	20.05.26	Revised site boundary	KG	-
P02	18.05.26	Highway/application boundary added	KG	-
P01	10.03.26	Issued for approval	AL	KG

Client: Mac Developments

Project: Atherstone Road, Pinwall

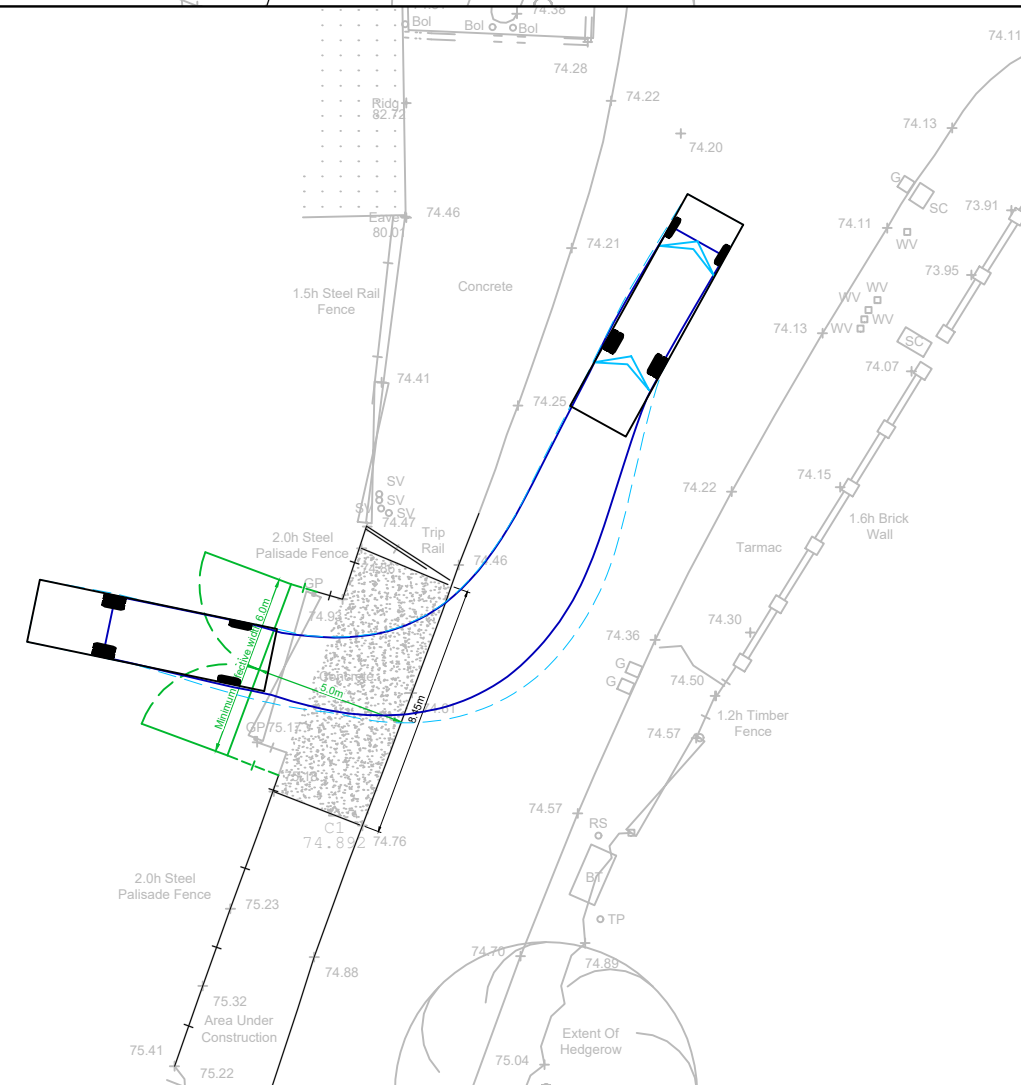
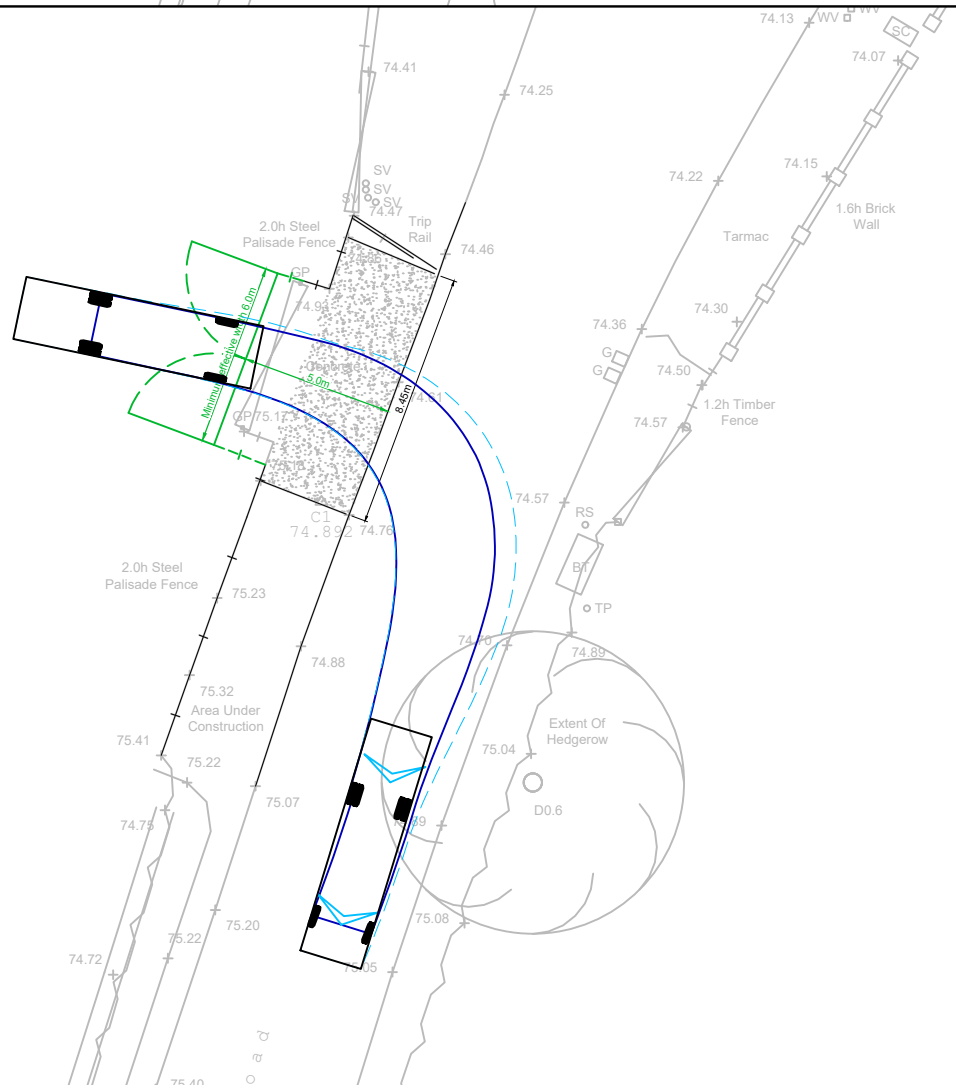
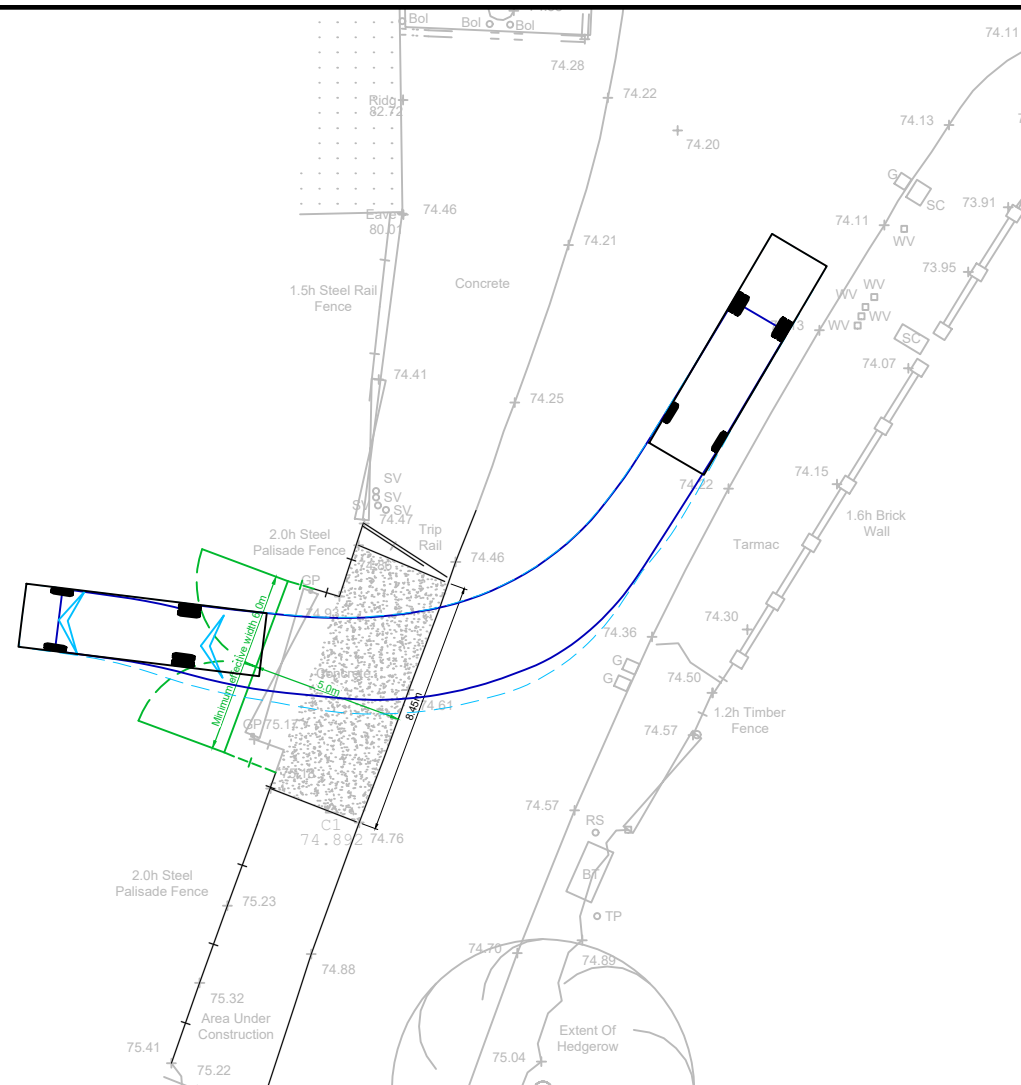
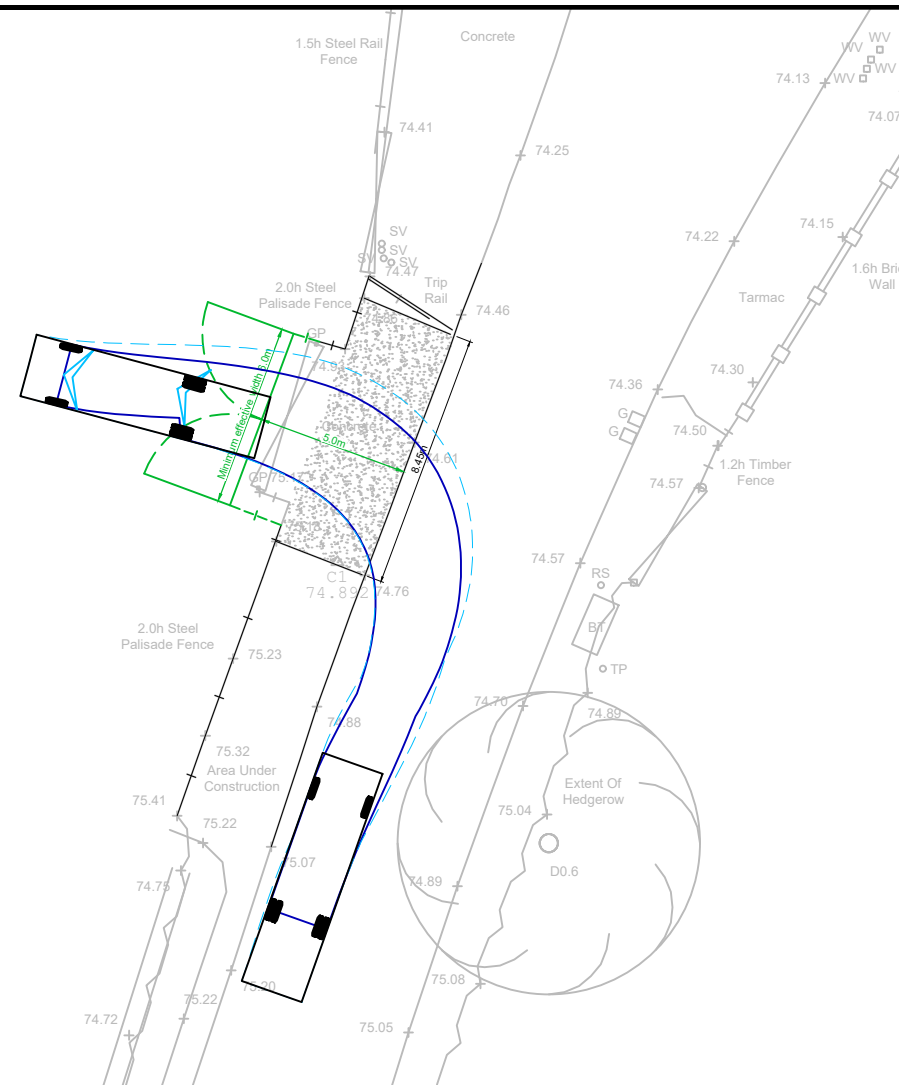
Title: Proposed Changes to Constructed Layout

ADC INFRASTRUCTURE

Size: A1 Scale: As Noted

Status: FOR APPROVAL

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3801	-ADC	-HGN	-XX	-DR	-CH	-0111	S4	P06



1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

A diagram of a truck with a rectangular cargo box. The total length of the truck is labeled as 8.01. The distance between the front and rear wheels (wheelbase) is labeled as 4.25. The distance from the front of the truck to the front wheel is labeled as 1.21.

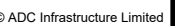
Tracked at 15kph

P01	16.04.26	First issue	KG	-
Rev	Date	Description	Dr	Ch

Mac Developments

Atherstone Road, Pinwall

Swept Path Analysis of Box Van



Size:	A3	Scale:	1:250
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Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3801 - ADC - HGN-XX-DR-CH-0100							S1	P01

APPENDIX A

LCC HIGHWAY COMMENTS DATED 24 MARCH 2026

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00444/FUL

Highway Reference Number: 2025/0444/04/H/R2

Application Address: Smiths At Pinwall Atherstone Road Pinwall Atherstone Leicestershire CV9 3NB

Application Type: Full

Description of Application: Re-consultation. Access to existing garage and workshops (retrospective)

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Mr S Chaudry

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Sheepy

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been re-consulted on a retrospective application for the 'Access to existing garage and workshops' at Smiths at Pinwall Atherstone Road Pinwall Atherstone.

The LHA previously requested the Applicant provide further information in observations dated 4 July 2025. The outstanding matters to be addressed as set out in the response were as follows:

- A speed and volume survey.
- An access designed in accordance with Table 15 of the Leicestershire Highway Design Guide (LHDG).
- Details of expected vehicles on site.
- A Stage 1 Road Safety Audit (RSA1) of the site access, along with a Designer's Response to any problems raised.
- Details on the 'link' through the site.

- Swept path analysis of the largest expected vehicles on site.
- A revised red line boundary.

The Applicant has subsequently submitted the following document via the Local Planning Authority (LPA) which has been reviewed:

- ADC Infrastructure – Proposed Changes to Constructed Layout. Drawing Number 3801-ADC-HGN-XX-DR-CH-0111 S4 Revision P01.

Site Access

The LHA have identified a speed and volume survey at the site access, the LHA are satisfied that no further investigation in regard to [Policy 2](https://www.leicestershirehighwaydesignguide.uk/) of the Leicestershire Highway Design Guide (LHDG - <https://www.leicestershirehighwaydesignguide.uk/>) will be required.

The LHA have reviewed drawing ADC-HGN-XX-DR-CH-0111 S4 P01 and welcome that the access arrangements align with Table 15 of the LHDG.

Gates should be set-back to allow for the largest expected vehicle on site to be off the highway, any vehicle waiting within the highway in this location would not be acceptable. This could be secured via condition should a positive recommendation be reached.

Swept path has been provided for a refuse vehicle, this demonstrates the entirety of the carriageway would be required to perform these manoeuvres. Whilst this may be acceptable, given the infrequency of these movements, the access proposed should be supported by a Stage 1 Road Safety Audit (RSA1) of the site access, along with a Designer's Response to any problems raised. The LHA note that the location of the access, close to the junction radii of Atherstone Road with Grendon Road may be raised on this audit. This will be required to enable the works to be supported by the appropriate permits.

The Applicant should confirm that the swept-path analysis previously provided for a 7.5t box van was undertaken at a speed of 15kph.

The existing access is via Grendon Road, a B-classified road subject to a 40mph speed limit, with any revised submission, details should be provided regarding the use of this access and the reasoning behind a secondary access being constructed.

As per previous comments, the LHA require details of the 'link through the site' proposed. The LHA usually would not support a development with two access points.

From the Applicant's submitted location plan (red line plan), included within the Applicants red line is land within the highway boundary. The Applicant is strongly advised to obtain the LHAs formal opinion of the highway extents by contacting the Highway Records and Enquiries team at the LHA via HRE@leics.gov.uk.

Date Received
17 March 2026

Case Officer
Amy Stone

Reviewer
DH

Date issued
24 March 2026

APPENDIX B

RSA REPORT



Sevenairs Consulting Ltd

Atherstone Road, Pinwall, Leicestershire

Road Safety Audit Stage 1

April 2026



Document Control

Report Title:

Atherstone Road, Pinwall, Leicestershire – Road Safety Audit Stage 1

Date of Site Visit

21st April 2026

Document Reference

2026-04 Pinwall RSA1 – Revision 1

Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Director, Sevenairs Consulting Ltd.

Sevenairs Consulting Ltd. 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile: 07803 714 574

Email: haydn@sevenairs.co.uk

On behalf of

ADC Infrastructure Ltd. – 4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

Highway Authority / Overseeing Organisation

Leicestershire County Council

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Document History:

Revision	Date	Description	By
0	26.04.2026	For Issue	HV
1	27.05.2026	Minor update	HV



Barnsley
Youth Choir

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www.barnsleyyouthchoir.org.uk

Barnsley Youth Choir is a registered charity formed in 2009. It provides outstanding choral training to around 700 children and young people aged 0-24 years old in 10 separate choirs. BYC seeks to inspire and change lives through music and provide life-changing opportunities for those involved.

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a commercial development off Atherstone Road in Pinwall, Leicestershire. The audit was carried out at the request of Keith Gamblen, Senior Engineer, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency) Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a new access to an existing commercial site. Highway works include a development access onto Atherstone Road, revised verge treatment, a trip rail and relocated PFS totem sign. The scope of this Road Safety Audit is to review the completed highway works as part of a retrospective planning application.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Tuesday 21st April 2026 between 15:00 and 15:30 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing with no pedestrians or cyclists observed.

State of completion

The works were completed to a generally good standard, and the relocated totem did not obscure access visibility at 2.4m back from the edge of carriageway. Sufficient space has been provided for a single vehicle to stop in front of the access gates to either unlock on arrival or lock on departure. Loose aggregate material has been used in the verge areas which is raised as a problem in this report. The existing edge of carriageway line was partly worn. Arguably this should be a broken line but the audit team did not consider a solid line here to be a road safety problem.

Documents Supplied

- Email proposal background
- 3801-ADC-HGN-XX-DR-CH-0100-S1-P01_Swept Path Analysis of Box Van
- 3801-ADC-HGN-XX-DR-CH-0111-S4-P01_Proposed Changes to Constructed Layout

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2.0.1 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Atherstone Road – South of the development access.

Summary: Verges – Loose material spread may increase the risk of a loss of control type collision.

Loose aggregate material has been placed in the verge area where previously there was a grass verge. Some vehicle overrun was noted here but it was unclear whether this was related to the access or the petrol filling station. The loose material is likely to be disturbed by vehicle overrun and spread into the main carriageway. This loose material may then be a factor in a loss of control type collision which may be especially a problem for more vulnerable road users such as cyclists or powered two wheelers.

RECOMMENDATION

It is recommended that the aggregate is removed and a grass verge provided with a passive bollard with retro-reflective banding on the southern side of the access to minimise the risk of verge overrun.

PROBLEM – A-02

Location: Atherstone Road – North of the development access.

Summary: Pedestrians – Knee height rail may increase the risk of trips and falls or collisions involving pedestrians.

A timber knee rail has been provided, with reflectors for conspicuity. However, it is likely that pedestrians from the commercial site will seek to access the petrol filling station, specifically to use the shop and associated facilities. The knee rail and associated unmade area underneath may increase the risk of trips and falls should pedestrians attempt to step over the knee rail. The knee rail also presents a hazard that less agile pedestrians may walk around, consequently stepping into the main carriageway where they may be hit by passing vehicle. Timber knee rails can also be a roadside hazard for errant vehicles, with rail penetration into the passenger cell of a vehicle increasing the injury severity following a collision.

RECOMMENDATION

It is recommended that the knee rail is removed and that a stepped arrangement is provided near the fence and that a tapered ramp is provided towards the edge of the carriageway.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.0.1.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 27th May 2026

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH MCIHT

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 27th May 2026



APPENDIX C

RSA RESPONSE REPORT



STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

ATHERSTONE ROAD, PINWALL

DOCUMENT CONTROL

project number: ADC3801 report reference: ADC3801-RP-B				
version	date	author	reviewer	comments
1	28/05/2026	Keith Gamblen		First issue

Introduction

1. **Appendix A** contains the Stage 1 Road Safety Audit report on the highway works on the B4116 Atherstone Road, Pinwall. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG119.
2. The following drawings were the subject of the Road Safety Audit:
 - 3801-ADC-HGN-XX-DR-CH-0111-S4-P01 (Proposed Changes to Constructed Layout)
 - 3801-ADC-HGN-XX-DR-CH-0100-S1-P01 (Swept Path Analysis of Box Van)

Key personnel

3. GG 119 requires the Design Organisation to prepare a road safety audit response report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	Leicestershire County Council
RSA team	Sevenairs Consulting Ltd
Design Organisation	ADC Infrastructure

Decision Log

4. The Road Safety Audit report noted two problems, as listed in the Decision Log below.
5. The drawing listed above has been revised as described in the Decision Log, to address the problems raised. The revised drawing is as follows.
 - 3801-ADC-HGN-XX-DR-CH-0111-S4-P06 (Proposed Changes to Constructed Layout)

Design organisation and Overseeing Organisation statement

6. On behalf of the design organisation, I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

name			
position		organisation	ADC Infrastructure Limited
signed		date	

7. On behalf of the Overseeing Organisation, I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
 - b) the agreed RSA actions will be progressed.

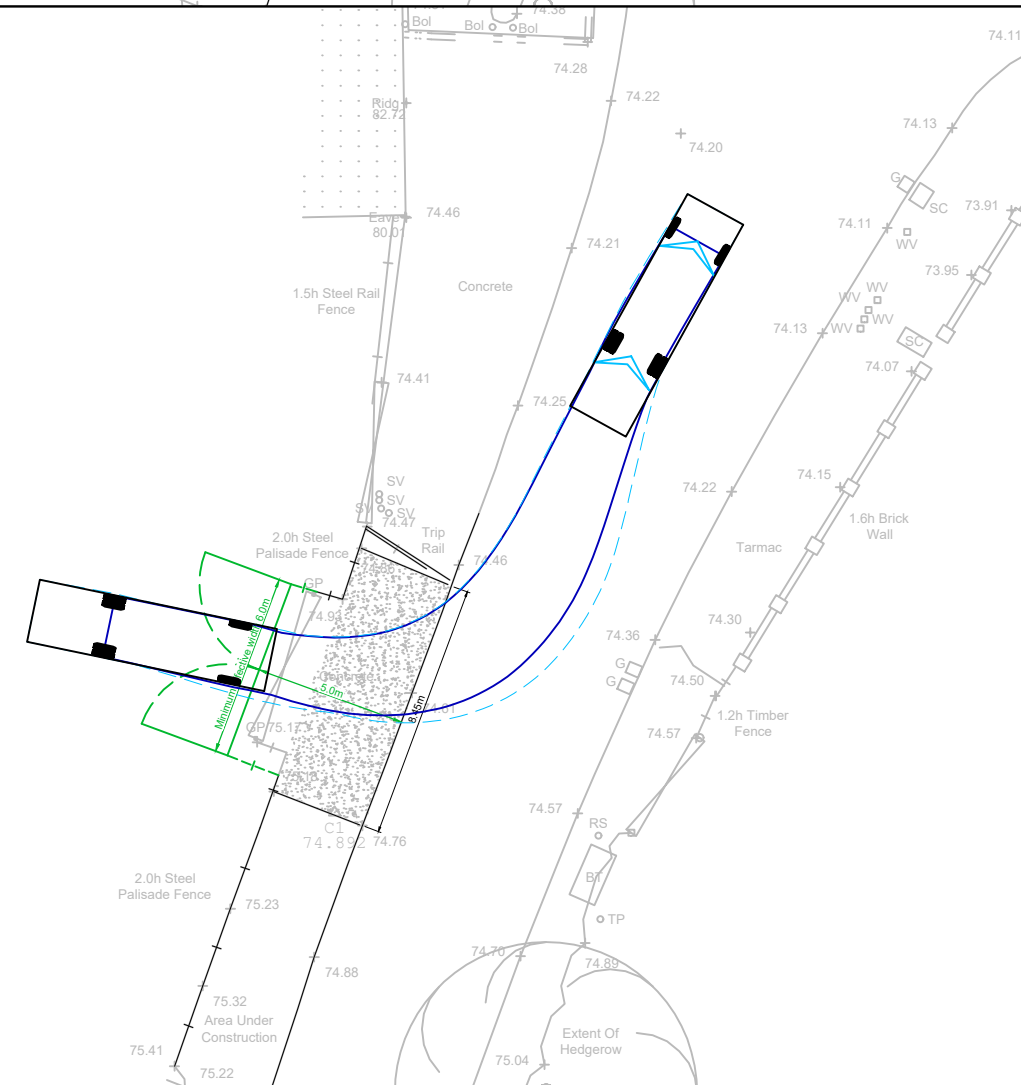
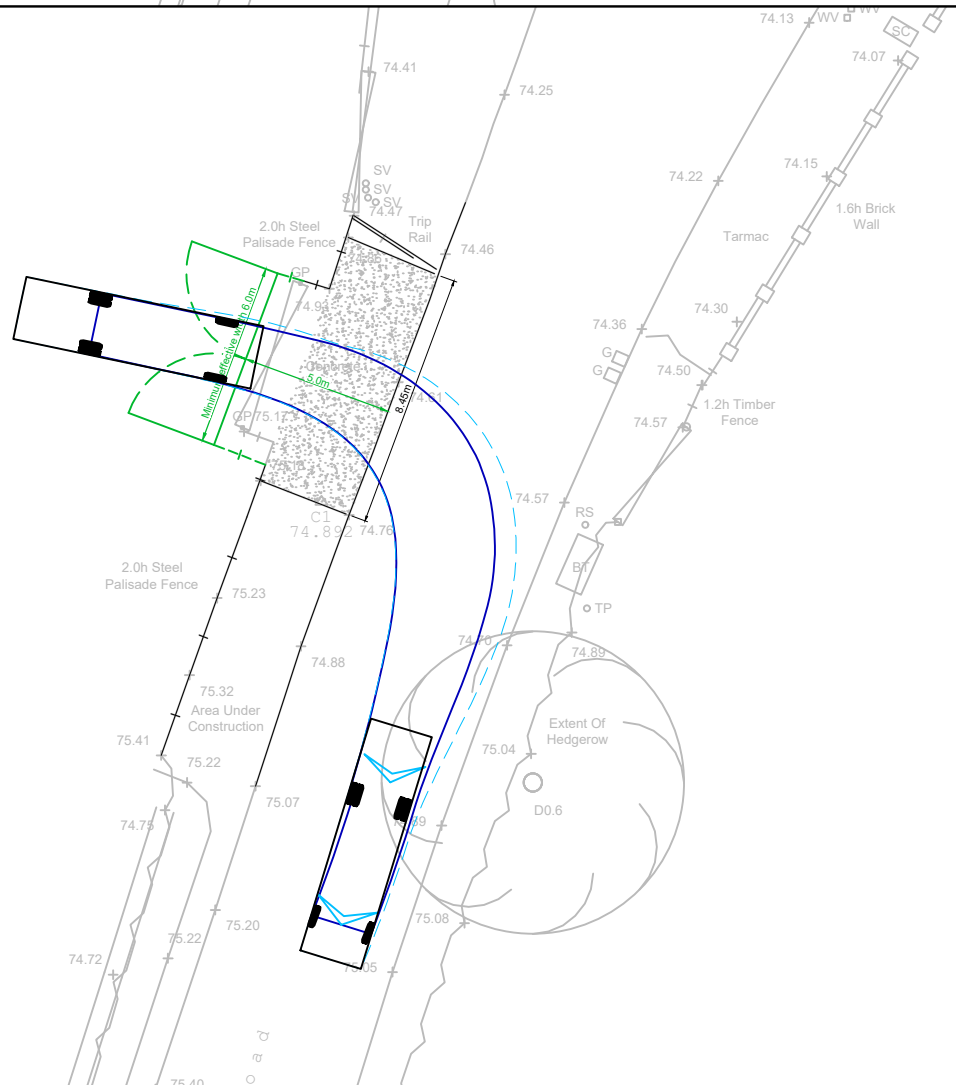
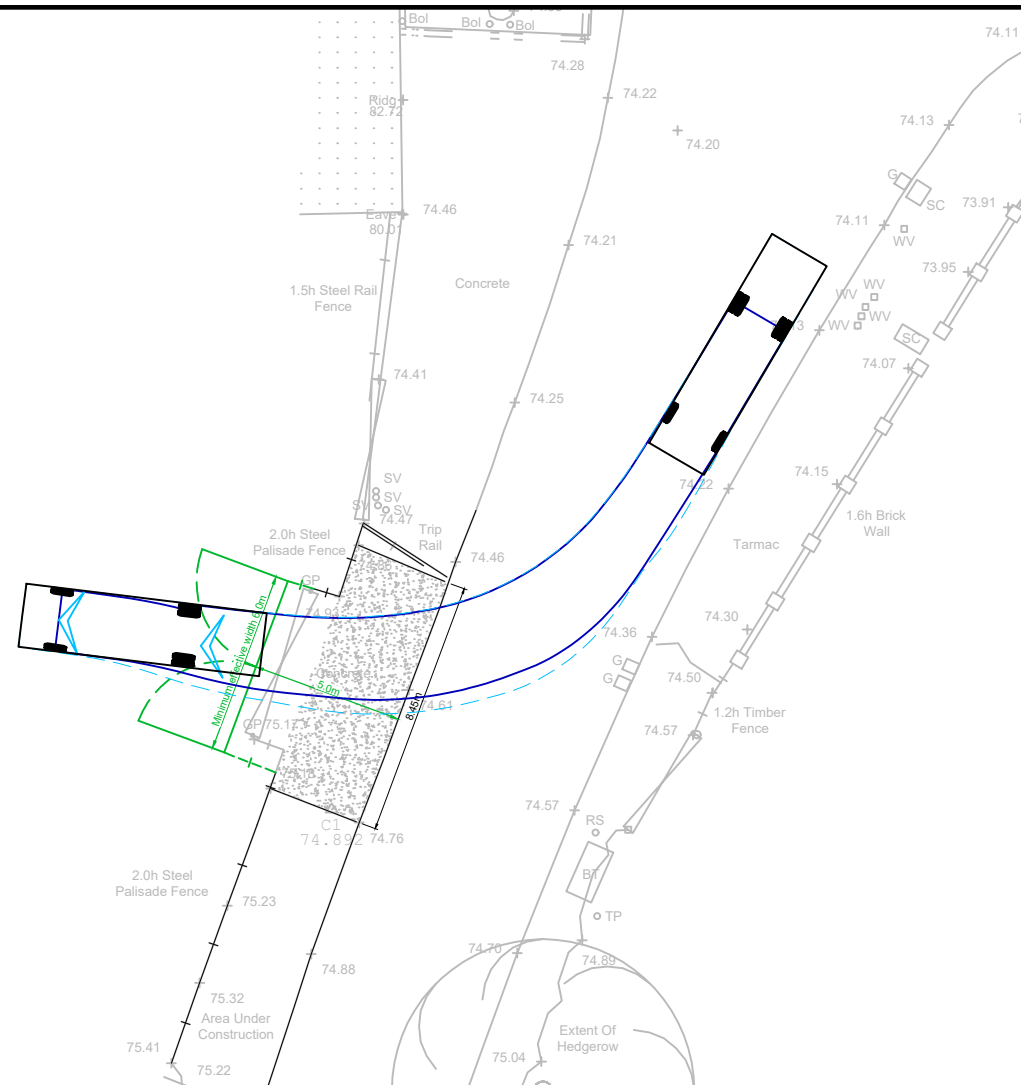
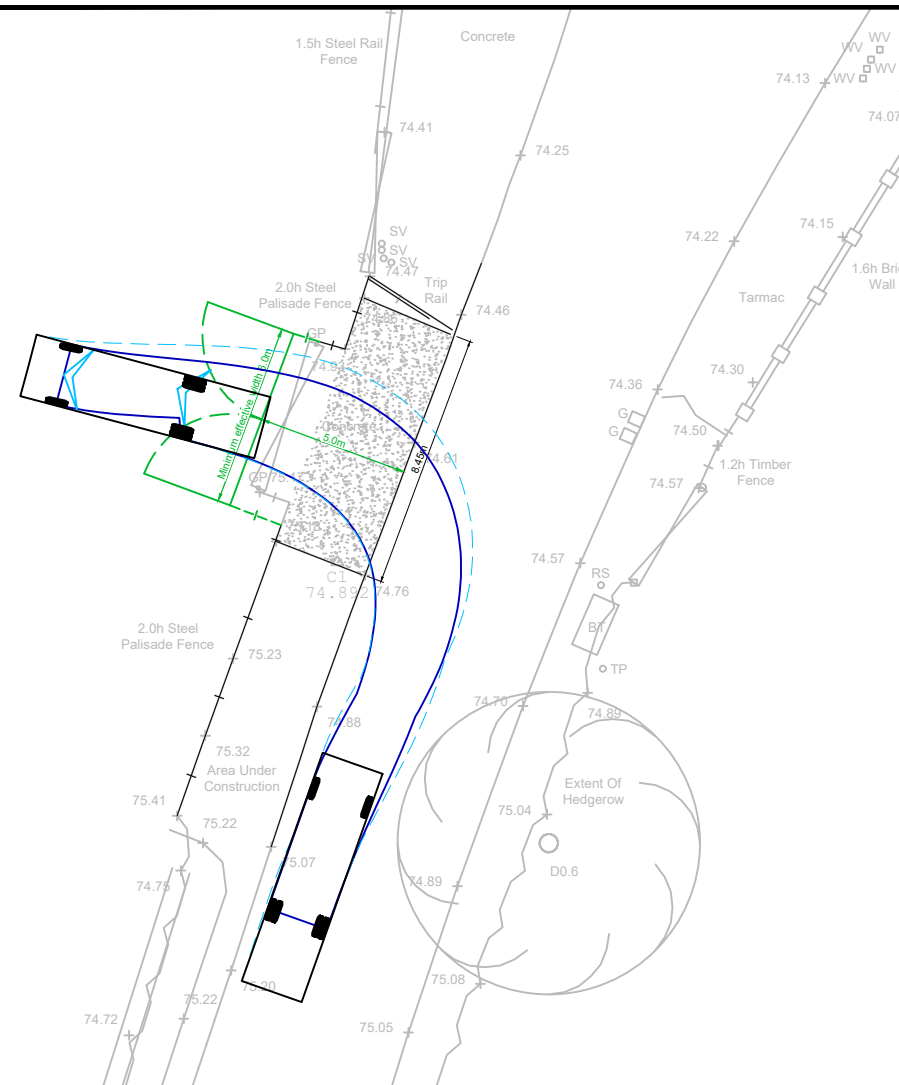
name			
position		organisation	Leicestershire County Council
signed		date	

DECISION LOG

Problem/Issue	Design Organisation Response	Overseeing Organisation response
A-01 Location: Atherstone Road – South of the development access. Summary: Verges – Loose material spread may increase the risk of a loss of control type collision. Loose aggregate material has been placed in the verge area where previously there was a grass verge. Some vehicle overrun was noted here but it was unclear whether this was related to the access or the petrol filling station. The loose material is likely to be disturbed by vehicle overrun and spread into the main carriageway. This loose material may then be a factor in a loss of control type collision which may be especially a problem for more vulnerable road users such as cyclists or powered two wheelers. RECOMMENDATION It is recommended that the aggregate is removed and a grass verge provided with a passive bollard with retro-reflective banding on the southern side of the access to minimise the risk of verge overrun.	Recommendation agreed. Drawing 3801-ADC-HGN-XX- DR-CH-0111-S4-P06 has been updated to refer to the loose aggregate material which would be replaced with grass verge as well as the addition of passive bollards.	

Problem/Issue	Design Organisation Response	Overseeing Organisation response
A-02 Location: Atherstone Road – North of the development access. Summary: Pedestrians – Knee height rail may increase the risk of trips and falls or collisions involving pedestrians. A timber knee rail has been provided, with reflectors for conspicuity. However, it is likely that pedestrians from the commercial site will seek to access the petrol filling station, specifically to use the shop and associated facilities. The knee rail and associated unmade area underneath may increase the risk of trips and falls should pedestrians attempt to step over the knee rail. The knee rail also presents a hazard that less agile pedestrians may walk around, consequently stepping into the main carriageway where they may be hit by passing vehicle. Timber knee rails can also be a roadside hazard for errant vehicles, with rail penetration into the passenger cell of a vehicle increasing the injury severity following a collision. RECOMMENDATION It is recommended that the knee rail is removed and that a stepped arrangement is provided near the fence and that a tapered ramp is provided towards the edge of the carriageway.	Recommendation agreed. It is proposed to remove the knee rail fence and construct a step/ramp arrangement to provide a safer transition between the existing level difference. The maximum level difference is approximately 400mm. At this location, two steps are proposed. The first step, from the existing ground level to the first going, will have a rise of approximately 100mm. The subsequent steps, from the first going to the second going and from the second going to the already constructed ramp, will each have a rise of 150mm. Each step will have a going of 280mm and the proposed step width is 1.5m. The proposal has been developed in accordance with the recommendations set out in Building Regulations Part M, Clause 1.33(l) and (m), as far as reasonably practicable. Where it is not practical to achieve the full stepped arrangement due to local level constraints, a tapered hardstanding ramp will be used to tie the works back into the existing surface. This will avoid abrupt level changes, hard edges and residual trip hazards. The proposed works will terminate prior to the adjacent access. Drawing 3801-ADC-HGN-XX-DR-CH-0111-S4-P06 has been updated to show the proposed arrangement.	

DRAWINGS



1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

A diagram of a truck with a rectangular cargo box. The total length of the truck is labeled as 8.01. The distance between the front and rear wheels (wheelbase) is labeled as 4.25. The distance from the front of the truck to the front wheel is labeled as 1.21.

Tracked at 15kph

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3801 - ADC - HGN-XX-DR-CH-0100							S1	P01

APPENDIX A

ROAD SAFETY AUDIT REPORT



Sevenairs Consulting Ltd

Atherstone Road, Pinwall, Leicestershire

Road Safety Audit Stage 1

April 2026



Document Control

Report Title:

Atherstone Road, Pinwall, Leicestershire – Road Safety Audit Stage 1

Date of Site Visit

21st April 2026

Document Reference

2026-04 Pinwall RSA1 – Revision 1

Report Prepared By:

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On behalf of

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Highway Authority / Overseeing Organisation

Leicestershire County Council

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Document History:

Revision	Date	Description	By
0	26.04.2026	For Issue	HV
1	27.05.2026	Minor update	HV



Barnsley
Youth Choir

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Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a commercial development off Atherstone Road in Pinwall, Leicestershire. The audit was carried out at the request of Keith Gamblen, Senior Engineer, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency) Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a new access to an existing commercial site. Highway works include a development access onto Atherstone Road, revised verge treatment, a trip rail and relocated PFS totem sign. The scope of this Road Safety Audit is to review the completed highway works as part of a retrospective planning application.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Tuesday 21st April 2026 between 15:00 and 15:30 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing with no pedestrians or cyclists observed.

State of completion

The works were completed to a generally good standard, and the relocated totem did not obscure access visibility at 2.4m back from the edge of carriageway. Sufficient space has been provided for a single vehicle to stop in front of the access gates to either unlock on arrival or lock on departure. Loose aggregate material has been used in the verge areas which is raised as a problem in this report. The existing edge of carriageway line was partly worn. Arguably this should be a broken line but the audit team did not consider a solid line here to be a road safety problem.

Documents Supplied

- Email proposal background
- 3801-ADC-HGN-XX-DR-CH-0100-S1-P01_Swept Path Analysis of Box Van
- 3801-ADC-HGN-XX-DR-CH-0111-S4-P01_Proposed Changes to Constructed Layout

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2.0.1 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Atherstone Road – South of the development access.

Summary: Verges – Loose material spread may increase the risk of a loss of control type collision.

Loose aggregate material has been placed in the verge area where previously there was a grass verge. Some vehicle overrun was noted here but it was unclear whether this was related to the access or the petrol filling station. The loose material is likely to be disturbed by vehicle overrun and spread into the main carriageway. This loose material may then be a factor in a loss of control type collision which may be especially a problem for more vulnerable road users such as cyclists or powered two wheelers.

RECOMMENDATION

It is recommended that the aggregate is removed and a grass verge provided with a passive bollard with retro-reflective banding on the southern side of the access to minimise the risk of verge overrun.

PROBLEM – A-02

Location: Atherstone Road – North of the development access.

Summary: Pedestrians – Knee height rail may increase the risk of trips and falls or collisions involving pedestrians.

A timber knee rail has been provided, with reflectors for conspicuity. However, it is likely that pedestrians from the commercial site will seek to access the petrol filling station, specifically to use the shop and associated facilities. The knee rail and associated unmade area underneath may increase the risk of trips and falls should pedestrians attempt to step over the knee rail. The knee rail also presents a hazard that less agile pedestrians may walk around, consequently stepping into the main carriageway where they may be hit by passing vehicle. Timber knee rails can also be a roadside hazard for errant vehicles, with rail penetration into the passenger cell of a vehicle increasing the injury severity following a collision.

RECOMMENDATION

It is recommended that the knee rail is removed and that a stepped arrangement is provided near the fence and that a tapered ramp is provided towards the edge of the carriageway.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.0.1.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
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Signed:



Date: 27th May 2026

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH MCIHT

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Signed:

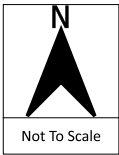


Date: 27th May 2026



APPENDIX D

HIGHWAY BOUNDARY



Key

Highway Status

Extents

Adopted: Classified Route

NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



GROWTH, ENVIRONMENT AND
TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Pinwall

Reference NDI/HRE/2604078

Drawing No. 100/A

Date Produced 15/05/2026

Highway Record Enquiries
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